

# Shipping

## MILLION TO BE SPENT ON IMPROVED WHARFAGE AT FIJI

The big sugar and other agricultural interests in the Fijis have succeeded in winning their hard struggle for better and more modern wharfage facilities at Suva, the port of entry for Canadian-Australian liners, according to a story brought to Honolulu with the arrival of the steamer Marama.

For years the several lines of steamers making Suva in the course of direct trade, with neighboring islands, the Colonies and the Pacific Coast, of the United States and British Columbia have been sorely handicapped because of the inadequate wharfage.

The Fijian government has settled upon a plan for the betterment of the system of wharves there. The whole scheme of wharfage, when built, will cost about \$775,000. The first portion is estimated to cost about \$250,000. From inquiries made, the traffic will quite warrant this expenditure, and a very satisfactory return is expected.

According to statements made by officers of the Marama, the accommodation there at present consists of a causeway of timber-work running out from the mainland and terminating in two wharves in the shape of an L. The inner wharf is very small, and can accommodate small vessels alone. The outer one is larger, but not sufficient to provide a secure place either for large vessels such as the Marama to

lay alongside or room on the wharf to deal with cargo. The plan is to make a broadside wharf in a new position, 2000 feet long, and reclaim the land between it and the shore—approximately 30 acres. It is intended to construct 1100 feet of this wharf, the remaining 900 feet to be made later. The reclaimed land will be of great value to Suva, as there is very little level land in the place, and the hills rise almost directly from the water's edge. The preliminaries in connection with this work were all arranged at an interview with the governor and the commissioner for works.

It is the general belief expressed on board the Marama that there are no engineering difficulties to contend with. The mode of construction is similar to that which the Sydney Harbor Trust is carrying out at Woolloomooloo Bay. The cobra borer is worse in the island than around Sydney, so that it is not considered safe to construct the wharves at Suva with turpentine-piles—which are considered almost proof against the cobra borer there—without some protection. This will be effected by reinforced concrete placed over the piles, the spaces being filled with loose concrete.

All the labor on the wharves is done by Fijians, but the labor that is used on the farms, and which will be employed in constructing the wharves, will be Indian coolies. The Indian population is increasing rapidly, but the Fijians are on the down grade. The two classes of people seem to work amicably with one another.

The new wharves are to be built in anticipation of the operation of two new Canadian-Australian liners of much larger tonnage than the Marama, the Zealandia of the Makura, is a foregone conclusion.

The first section of the work will probably take from two to two-and-a-half years, and the remainder, if taken in hand immediately, another one and a half years, or four years altogether. When completed the wharves will provide accommodation for four vessels of about 10,000 tons each. The reclaimed area will be of considerable value in connection with a proposed railway the Fijian government is very anxious to construct between Suva and the Rewa and Mainimela rivers.

The place being tropical, growth is naturally very great, the chief products being sugar, bananas and coconuts. The reason the capital was changed from Levuka to Suva was due apparently to the better harbor and the greater quantity of land suitable for erecting commercial houses.

The prediction was made during the stay of the Marama at Honolulu that large shipments of material for the proposed wharves would soon be forwarded from both Vancouver as well as Sydney, in the Canadian-Australian liners. Already the authorities are seeking dredging machinery in order to commence the great work.

### More Steamers from Coast to

**Colonies.**  
The Canadian-Australian liner Zealandia brought news of the formation of a new company to operate a line of fast cargo steamers between the Pacific Coast and the Colonies, eight vessels to be placed in commission according to the story related by officers on arrival at this port yesterday. The line is to be known as the Crown Line and will be inaugurated by the firm of J. J. Moore & Co., who have been dispatching steamers at intervals from the coast to the British Colonies. It is said that the steamers of the new line will be capable of maintaining a speed of from nine to ten knots an hour during the entire voyage.

In addition to being replete with facilities for the prompt handling of all classes of freight, both inward and outward, oil fuel will be used. Steamers will be from 7000 to 7000 tons register, and according to designs will be able to carry 6000 tons

of merchandise, although the main idea is the lumber trade, for which they will be eminently suited. The steamers will go to Australia direct from the coast. Sydney and Melbourne being the ports decided to go on to date. The first of them will be dispatched in October next, the others following at regular intervals.

### New N. Y. K. Steamer on Maiden Voyage.

The Nippon Yusen Kaisha steamship Shizuoka Maru, a sister ship of the steamship Yokohama Maru, which started from Yokohama on her maiden trip in the American service, the early part of June, has also left on her maiden voyage.

The Shizuoka Maru was launched on the 3rd of March from the Kawasaki dockyards at Kobe, and has been in the process of fitting and finishing since. The vessel carried a full cabin list for Seattle and a heavy cargo.

As the Shizuoka left her moorings several hundred persons were engaged in a demonstration, and as she steamed out in the stream she was greeted with hundreds of "bon voyages" from friends of passengers and the company.

### Rennie's Death Greatly Mourned.

The last sad rites over the remains of Alfred G. Rennie, at one time purser in the Pacific Mail service, and at the time of his death General Passenger agent for the Toyo Kisen Kaisha were conducted at San Francisco amid a large gathering of sorrowing friends on Monday, July 18, according to statements made this morning by officers in the Tenyo Maru. The pallbearers included men prominent in steamship and transportation circles on the coast. They were: L. E. Bemiss, Claude R. King, William Chisholm, Captain John H. Rinder, A. D. G. Kerrell and Albert J. Porter. Rennie's demise came in a fall of gloom over steamship circles, in which he was held in high esteem, and many were the sincere words of regret expressed on every hand.

## ODDS AND ENDS AT THE PORT

A later mainland mail arrived from San Francisco this morning in the Japanese liner Tenyo Maru.

The Oceanic steamship Sierra, to arrive at Honolulu on next Monday morning is bringing the next mail from San Francisco.

The next mail for the mainland will be forwarded in the Pacific liner Siberia leaving Honolulu for San Francisco on next Tuesday.

Mail and passengers leaving this port on July 14th in the Pacific Mail steamship Mongolia reached Yokohama, the first port in Japan on last Monday.

A fair list of passengers and general cargo will be taken in the steamer W. G. Hall that is scheduled to sail for Kaula ports at five o'clock this evening.

Two hundred Asiatic steerage passengers will depart for Japan and China ports in the Tenyo Maru, sailing from Alakea wharf at five o'clock this afternoon.

The Matson Navigation steamer Lurline taking passengers and mail from Honolulu destined for San Francisco, arrived at the coast port at 5 o'clock yesterday morning.

Taking general cargo, the Interisland steamer Wallele sailed shortly after noon today for Honolulu, Paaulilo and Pauhanu. This vessel carried latter mail to Hawaii ports.

The Interisland steamer Kaula has been placed on the berth to sail for Kohalaale, Paaulilo, Kukuiaua, Ooakala and Lauphoehoe at five o'clock this afternoon taking cargo only.

The departure of the Canadian-Australian lined Zealandia with a large delegation of through passengers including 64 Vancouver High School cadets, drew a large crowd at Alakea wharf last evening.

### PASSENGERS ARRIVED

Per T.K.K.S.S. Tenyo Maru from San Francisco—For Honolulu: A. J. Carson, Mrs. A. C. Gill, Wm. C. Paul, C. Cisco Smith, Mrs. L. Cisco Smith, Master L. Cisco Smith, Jr. For Yokohama, Miss J. Albanesi, J. E. Atherton, W. H. Avery, Mrs. W. H. Avery, A. Bertrand, C. D. Dyer, Capt. H. B. Jordan, Mrs. H. B. Jordan, Luis Jackson, E. Minowa, S. Miyoshi, Dr. M. Mosle, Miss C. L. Palmer, J. Planas, W. Rehlen, H. Studdiford, H. E. Seemuller, V. J. Snyder, T. Uchida and infant, Dr. W. W. White, Mrs. W. W. White, W. W. White, Jr. For Kobe: G. I. Adams, For Nagasaki: T. S. Killion, R. T. McCoy, F. J. Twoogood, For Manila: F. W. Abele, Dr. S. L. Cox, H. M. Curran, Mrs. H. M. Curran, I. S. Diller, Adam C. Derkum, E. S.

### TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
July 15	5:05 p.m.	2:3 a.m.	5:22 a.m.	2:38 p.m.	5:38 a.m.	2:44 p.m.
16	5:17 p.m.	2:3 a.m.	5:34 a.m.	2:40 p.m.	5:50 a.m.	2:46 p.m.
17	5:27 p.m.	2:3 a.m.	5:44 a.m.	2:42 p.m.	6:00 a.m.	2:48 p.m.
18	5:36 p.m.	2:3 a.m.	5:54 a.m.	2:44 p.m.	6:10 a.m.	2:50 p.m.
19	5:43 p.m.	2:3 a.m.	6:03 a.m.	2:46 p.m.	6:19 a.m.	2:52 p.m.
20	5:50 p.m.	2:3 a.m.	6:11 a.m.	2:48 p.m.	6:27 a.m.	2:54 p.m.
21	5:56 p.m.	2:3 a.m.	6:18 a.m.	2:50 p.m.	6:34 a.m.	2:56 p.m.

First quarter of the moon July 20.

## WEATHER TODAY

Temperature—6 a. m. 73; 8 a. m. 75; 10 a. m. 81; 12 noon, 82. Minimum last night 71.  
Barometer at 8 a. m. 30.02. Relative humidity, 8 a. m., 75.  
Wind—6 a. m., 2, NE; 8 a. m., 5, E; 10 a. m., 8, E; 12 noon, 6, NE. Movement, past 24 hours 152 miles.  
Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 47.017.  
Rainfall during past 24 hours, T.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Thursday, July 18.  
HILO—Sailed, July 17, S. S. Columbian for Salina Cruz.  
SAN FRANCISCO—Sailed, July 17, S. S. Maverick, for Honolulu.

S. S. Tenyo Maru, for Yokohama, sails at 5 p.m.

Ewing, C. E. Ferguson, H. D. Fisher, W. P. Hardee, A. A. Helms, A. A. Helms, Comdr. G. R. Maxwell, U. S. N., Mrs. G. C. Schweickert, J. J. Sullivan, Hon. A. W. L. Wadman, For Hongkong: Judge H. Blecker, Mrs. H. Blecker, J. Dals, C. H. Huang, J. P. Jackson, Mrs. J. P. Jackson, Miss D. Martin, Miss M. McCord, Miss B. Moller, Miss Klong Sanit, E. C. Weinreich, M. B. Yung, Mrs. M. B. Yung.

### PASSENGERS DEPARTED

Per C. A. S. S. Zealandia, for Sydney, July 17—Mr. and Mrs. Griffith, Mrs. T. Cousins, Mr. and Mrs. P. R. Brodzels and infant, Stephen King, Rev. and Mrs. Felmy and children, Mrs. Z. J. Allen, Claire and Budd, actors, Mr. and Mrs. Fred Butler, Miss T. Flint, Mrs. Opland and son.

### PASSENGERS BOOKED

Per T.K.K.S.S. Tenyo Maru from Honolulu to China and Japan ports—Miss F. A. Beckwith, Miss H. Hempstead, B. Megie, Mrs. B. Megie and maid, F. T. Waterhouse, Mrs. F. T. Waterhouse, S. Wile.

Per str. Mauna Kea, for Hilo, via way ports, July 20—R. I. Lillie, Harry Mellin, Mr. and Mrs. C. K. Al, Miss G. Pratt, Mrs. A. Pratt, Miss May Dahl, Mrs. Harry Dahl, Mrs. Haina, Miss Haina, R. F. Wood, E. C. Barrett, Miss Chloilda Dias, J. W. Wadman, Miss Lucas, Antonio, Miss Jean Goch, Miss J. Noble, Miss Etta Lee, Rev. E. G. da Silva, Mrs. A. L. Dickenson, C. B. Ripley, Mrs. Wright, Miss H. Kingsbury, Ed. Dreier, Geo. Frates, Mr. and Mrs. A. Edwards and son, Geo. Kluegel, Mr. and Mrs. H. C. Mohr, Mr. and Mrs. J. L. P. Robinson, Mrs. William Hatley, Mr. and Mrs. R. W. Breckons and child, Mr. and Mrs. C. Bon and two children, Mr. and Mrs. A. R. Cunha, Mrs. Shoemaker (2), Mrs. A. R. Tuttle and son, Mrs. W. H. Nickerson, Capt. Warren Thomas Hunnam and wife, Miss Gorman.

Per str. Kinau for Kaula ports, July 23—Mr. and Mrs. M. Tanua, Mr. Forreay, A. Haneberg, E. Clifford Kimball, S. C. Wong, E. H. Nagle, Miss Alice Al, Miss Emma Al, Geo. Wong, John Pavao.

### Sound Steamer Is Wrecked.

The steamer Todd, one of the largest boats on the Columbia river, was destroyed on June 28, when the engines broke down and the boat struck the piers of the Northern Pacific Railroad bridge at Kenewick, Wash. No lives were lost.

Using Submarine Bells as the only source of communications, four submarines located the tender Castine in tests off Newport and theoretically sank it.

### Japanese Compete in Indian Trade.

Relative to the proposed addition to the fleet of the British India Steamship Co., which plies between Calcutta and Kobe, an official of the Nippon Yusen Kaisha is reported as saying: "The competition between our line and the British India has been very keen, and somewhat bitter for some time; and we feel that it is the intention of the Indian company to crush out competition in this cargo business. However, we will keep up our end, and it is likely that a rate war will develop that will cause worldwide interest."

"In this situation the British India is following the tactics used formerly in regard to the Bengal Bay Steamship Company, which was forced out of business and destroyed."

Lord Inchkepp, president of the British India, is now in Calcutta, we understand, and is directing the movements in the contest. We understand that he has been invited to submit the whole incident to the British parliament, but thus far has not done so.

"The Nippon Yusen Kaisha now operates five vessels between Kobe and Calcutta, and within a few weeks will operate two more with a combined tonnage of 16,000. The rate for cargo has been reduced from 25 to 33-1-3 per cent. and may go still lower. Our new ships are now on the way from Europe."

### Schooner Expansion was on the Reef.

The day the liner Manuka left Paete on its way to this port, the schooner Expansion, from Gray's Harbor, put in there leaking and with about four feet of water in its hold. A small tug sent out to tow the windjammer into the harbor proved not big enough for the job and the Expansion drifted on the reef and was stranded for several hours. Assistance was sent to the vessel and it was hoisted just about the time the Manuka, which arrived here yesterday, left the harbor of Paete. Since then the Expansion's arrival has been reported at Suva, where the vessel was surveyed and ordered discharged.

### British Shipbuilding Orders.

To give an idea of the congestion of orders on hand in the British shipbuilding trade it is related that thirty shipbuilders were recently approached by a London firm with a view to tendering for an ordinary cargo boat but only two of them put in an offer. The demand for steamers is brisk. Several on the stocks have changed hands at handsome profits, a 9000-ton boat in course of construction on the Clyde changing ownership at an advance of \$20,000. The Anglo-Saxon Petroleum Company has ordered two more oil tankers from Sir Raylton Dixon & Co. Middlesbrough, and two fruit-carrying boats are to be built by Wood, Skinner & Co. of Bell Quay on Tyne for a Norwegian firm. A large oil tanker with Diesel engines is on order from the Tyne Shipbuilding Company for an Antwerp firm. Among the recent launches are the twin-screw steamer Darro of 11,200 tons gross by Harland and Wolff of Belfast for the intermediate passenger service of the Royal Mail Steam Packet Company to Brazil, Uruguay and Argentina, and the steamer Vestris of 10,300 tons gross by Workman, Clark & Co. of Belfast for the Lamport and Holt line's South American service.

The Stranded Glenroy.  
The latest news obtainable about the stranded Glenroy is that the Governor of Nagasaki Ken has requested the Sasebo Admiralty to send assistance to the vessel. According to the Nagasaki Press the salvage steamer Ouma Maru went to the scene of the accident on the 2nd inst., with Mr. J. H. Holme, Lloyd's Agent, Mr. G. D. Aitken, Lloyd's Surveyor, and Captain Jamieson, of Messrs. R. N. Walker & Co., on board.

According to a telegram received at the offices of Jardine, Matheson & Co., Yokohama, the British steamship Glenroy, which went aground off Iki Island at 3 o'clock on the afternoon of July 2nd, has been refloated. She was expected to arrive at Nagasaki yesterday where she will be looked over and repaired if such action is necessary.

Since the Army Aviation School was established in June of last year, the officers attached to it have had 259 hours and 15 minutes of actual flying. Subscribers to the fund to bring the Republican national convention to Chicago will get back 20 per cent. of the amount advanced.

**PERSONAL.**  
Lady desiring to go to New York in August wishes to join lady going some direction. Kindly communicate with "X. Y. Z.", this paper. 5291—July 18, 20

## RAPID TRANSIT

(Continued from Page 1)

supervisors held at noon today Manager Ballentyne further stated that the Rapid Transit would also be willing to begin work of laying a ohia wood block pavement along its eighteen foot stretch of right of way along King street. The company stands ready to substitute lava blocks for wood should the board so insist.

This proposition from Manager Ballentyne was referred to the committee on ways and means, McClennan urging that time be taken to look into the matter.

Murray insisted that the street railway company be required to lay vitrified brick pavement along its right of way, claiming that the brick would outlast either of the proposed materials as suggested by the street railway company.

**Fern to Take Vacation.**  
"His Honor" Mayor J. J. Fern is to enjoy a three weeks vacation on Hawaii, the official having been granted this period of rest from his confining and exacting duties at city hall.

"The request from Fern that he be allowed to take the city and county automobile on the pleasure tour of the Big Island was readily granted by a majority of the board. As the municipal auto is maintained by funds other than the one thousand dollars a year allotted the Mayor as an "entertainment fund", the triumphal tour of Hawaii for the city executive will not entail much personal expense.

**Curbing Contract Awarded.**  
Freitas and Fernandes have been awarded the contract for supplying and placing the curbing along the proposed new Kalakaua avenue, their bid of 39-1-2 cents a foot having been found the lowest.

The city fathers were also informed that the Rapid Transit Company stood ready to offer a proposition for the general sprinkling of all streets in this city traversed by their tracks.

The road committee will discuss this matter with the corporation officials, with a view of arriving at some satisfactory agreement.

## WANTS

### FOR RENT.

Mosquito-proof cottage, 1675 Kalakaua Ave. Apply A. K. Lewis; Phone 1302. 5291-1w

### LOST.

Tuesday evening, July 16, on Fort King or Liliha St. pair of automobile skidding chains and an inner tube. Reward if returned. Telephone 2110. 5291-1t

### FOR SALE

To sell \$500 upright Grand piano, sweet tone, in good condition; \$85. Apply at 871 Young St., second house from Thomas Square. 5291-3t

### WANTED.

Experienced bookkeeper, city references, wants a position, or will substitute during vacation. Address "S. S.", this office. 5291-3t

### BAKERIES.

Love's Bakery, manufacturers and distributors of the finest quality of bread and crackers. 5291-1t

Bread and crackers. Love's Bakery. 5291-1t

### TRANSFER.

City Transfer Co. (Jas. H. Love), Baggage, furniture and piano movers. 5291-1m

City Transfer Co. Fire-proof storage. 5291-1m

### EXPRESS.

Love's Express. Phone City Transfer Co., No. 1281. Household goods stored. 5291-1m

### CONTRACTOR AND BUILDER.

City Contracting & Building Co., 24 N. Hotel, nr. Nuuanu. Materials supplied. Plans and specifications submitted free of charge. 5291-3m

### SHOE REPAIRING.

Louis Petrillo, 1587 Emma. Expert. Latest machinery. Repairs "while you wait." 5291-3m

### CIGARS AND TOBACCO.

Tim Kee, King and Alakea. Manila cigars, Victoria, Conchas, Londres. 5291-3m

## NAVY AND ARMY TO JOIN IN MAKING OAHU IMPREGNABLE

Since the announcement by the Star-Bulletin a few days ago that a board of high ranking army officers had been appointed to consider the broad problem of defense for the Hawaiian Islands, and "to make Oahu impregnable," there has been much speculation in military and naval circles here as to just what ground the board was to cover, and whether the fortifications to be considered were for Oahu alone or for the whole group.

Washington dispatches of July 10 to the Coast papers indicate that the plan for defending Hawaii is one of the most extensive ever conceived by the United States government, and that it contemplates the naval as well as the military problems. Oahu is to be the real key to the Pacific, and the combined defense and opportunities for a base of offense, will be carefully considered.

It is indicated that a naval board similar in organization and intent to the army one, probably with Admiral Cowies as presiding officer, will be appointed, and that when the two boards have deliberated separately on their service problems, they will get together for a joint conference.

The Army board, which is to convene here July 31, consists of Brigadier General Montgomery M. Macomb, Lieutenant Colonel John F. Morrison, Twenty-first Infantry, and Major George Blakeley, coast artillery.

The members are instructed "to study the military problem of Oahu, upon which island Honolulu is located, to determine the proper system of mobile defense and the necessary garrison, and to report upon mortar batteries and other fixed defenses as a subordinate phase of the general problem of defense."

## CLEWS ON REAL PROGRESSIVISM

Henry Clews, of New York, in his special letter of July 6, has the following remarks on the relation of current politics to business:

"Politics and Independence Holiday combined to check activity on the Stock Exchange during the first part of the week. The close of the Baltimore Convention and removal of all doubt as to who would be the candidates in the coming election exerted a favorable effect upon business in general. The tariff feature, however, of the Baltimore platform excited some attention and started a selling movement which was accelerated by profit-taking on the recent advance. The Wilson plan of tariff for revenue only is likely to prove disturbing, since manufacturing interests often need some protection to equalize the high cost of labor. Revision may be necessary, but it should come one schedule at a time or by some other gradual and conservative method. Technically the market is unsettled for the time being and any further advance would be likely to bring on additional long stock."

"Aside from approach of summer quiet and the vacation period, there are signs of better times ahead. Essential conditions are sound. There is no over-expansion in either the financial, commercial or industrial fields. The political situation con-

tinues to clear. Each week makes it evident that extreme radicalism is on the wane. The country wants no excesses in either conservatism or progressivism. It is evidently going to select at the next election a man who possesses the happy medium between these two policies. Of course, in the battle between two political parties a good deal of smoke and confusion must be expected. But through the conflict there is reason to hope that we are likely to emerge into more stable conditions than have existed in the last two or three years. Progressivism is established; not the kind that tears down and destroys, but the kind that builds up and establishes institutions more in line with the interests and will of the people than has been the custom in the era which is now passing away. Capital has been suffering for its past misdeeds. The penalty has been severe. In the future better standards of business conduct will be imperatively necessary, and so long as a great financial leaders maintain a regard for public welfare they are likely to be less subject to the attacks of popular disapproval."

C. M. HICKS, who has been in charge of the Boys' Field, will resign his position the first of next month to take a position with the Hawaiian Pineapple Company at Wailuku, Maui.

The East Asian Industrial Company of Tokyo has agreed to take up a loan of \$25,000,000 on the Kiangsu railway. Governor Judson Harmon will receive the complete vote of the Ohio delegation. The unit rule was adopted recently.



## Ale and Stout

# Family Trade

Phone 1704 — Phone 1704

## W. C. Peacock & Co., Ltd.

Wine and Liquor Merchants,  
Merchant Street, near Fort Street

# City Transfer

(JAS. H. LOVE)

Office—King Street, opp. Union Grill

Phone 1281

## If you didn't read in yesterday's Honolulu Star-Bulletin:

Duke Fund Committee Named,  
Bold Daylight Robbery,  
Jury Scores Hilo Railroad,  
Local Bank To Take Pioneer Bonds,  
Dickey Takes Judge's Oath,  
Two Courts for Schofield,  
Plans Made at Kuhio's Meeting,  
Rev. Burlingame tells of Colony Visit,  
McCandless Cites Los Angeles Promotion

You Are  
Fourteen Hours  
Behind  
The Times